CALLS CADILLAC

Writer in Irish Motor Paper Enthuses Over Fortymile Winter Run.

THROUGH SLUSH AND MUD

Feeling of Sweet and Easy Running, with Sense of Supreme Power, Felt by Him.

"So far as my experience goes, I can renounce the Cadillac Eight the best thing in the shape of a motor car that has yet come to us from the land of the Stars and Stripes."

Thus writes an expert in a recent issue of The Motor News, of Dublin, a leading Irish motor publication, after a run of forty miles in a Cadillac Eight, through slush and congested traffic in the streets of London and over snow-covered roads in the open country. He goes on:

"It is to all intents and purposes a one-gear car, as you can use the top speed (high gear) on anything from five to over sixty miles an hour. The acceleration is really wonderful. The rate at which the car can jump from a creeping pace up to a mile per minute was to me a revelation. This was not my first introduction to the eight-cylinder engine, having made a run two years ago on a De Dion with the same number of cylinders. The one impression left on my mind in connection with that trip was the smooth running of the engine. I de-scribed it then as being pulled along by cable.' There was not only the feeling of sweet and easy running, but the sense of supreme and constant power as well. My forty-mile run on the new Cadillac, in and out of traffic, through slush and snow, up hill and on level, was a repeti-tion of my previous experience.

"To use an Americanism, the new Cadillac is 'some' car, as it provides comfort bordering on luxury, speed far beyond one's requirement, and ease of control so simple that a child could drive it. You have seating accommodation for seven people. Thanks to a highly organized factory and an enomous output, the American com-pany is able to put this large family car on the market at a price that al-

most defies competition."

That the interest of prospective purchasers in London is high, the writer shows by relating the difficulty he had in arranging for a test run, being compelled to make it in the early morning hours.

FRISCO WITNESSES **AERIAL TUMBLINGS**

Art Smith Does Acrobatics in Airship with Help of Rayfield Mechanism.

Visitors to the San Francisco exploits in aviation no one in the counis a match for Art Smith, who is sensation at the big show. His exhibition of "aerial insanity," as he calls it, has astounded exposition vis ttors from all over the country. Smith holds the record for looping the loop, with twenty-two consecutive loops. He starts at a height of 7,500 feet and then turns loop after loop, like a tumbler pigeon, until he is just above he ground.

Nor are the loops his only contribu-

the astonishment of the A kite in a gale of wind couldn't act more insanely. Right the crowds and not more than 500 feet high, he rolls over sideways, somersaults forward and backward, and then rolls across the wind like barrel rolling downstairs. The most remarkable thing connected with his wonderful performance is how Smith keeps his motor going able interest in railroad circles. when he is upside down in the He does this by having two Rayfield carburetors attached to his motor-one so arranged that it will feed the

for upkeep of these carburetors.

Carload of Kings Shipped.

William P Barnhart and Company were notified by the King factory that bile engine is the essential prime mover, their trainload of King's had been Cheaper but noisier truck engines were come to Washington, cars being drop- gine as used in \$6,000 cars was insisted ped on the way to various sub-agents. This is the first trainload T. V. Buckwalter, the designer, handed shipment of King cars.

Maxwell Runabout

Metz Delivery

Willys 11/2-ton Truck

Stevens-Duryea Light Touring

Studebaker Touring, 1913 (exceptional)

USED AND REBUILT CARS

FORD RUNABOUTS, TOURING AND DELIVERY CARS

Miller Brothers' Automobile & Supply House

FORD DISTRIBUTERS

along Mr. Alexander at Lincoln toon

Metz Runabout

Inter-State Touring

Washington Touring

Stoddard-Dayton Touring

Columbia Elec. Runabout

Cutting Touring, 1914 (practically new, fully equipped)

THINGS THE MOTORIST WANTS TO KNOW

By E. J. BLACK

TRAFFIC REGULATIONS

Because it's springtime and you feel like "letting her out," it's a good idea to look up the speed regulations, and comply with them, before one of the active guardians of the law gets you.

ECONOMY IN OIL. Lubricating oil that has been in the crankcase for over 1,000 miles' run will be gummy and less efficient for cylinder lubricating pur-poses, but is even better than fresh oil for transmission or differential gears. Because of its gummy nature it clings to the gear teeth and re-duces noise.

SHORT CIRCUITING.

The products of wear of magneto brushes when mixed with oil will serve to short-circuit the current and cause irregular firing. EXTRA TIRE CHAINS. Unfortunately tire-chain clips sometimes become unfastened and the chain drops off. A spare tire

chain is a very convenient spare.

GRINDING VALVES. As a rule valves will not be gas-tight after 5,000 miles of running. Compression will diminish rapidly when the crank is slowly held against it, and it will be irregular in the different cylinders. The valve top should be cleaned, the stem polished, and the grinding should consist of small turns of the valve, only part way around.

DRY TOOLS. A hood made of pantasote to slip over the tool box will keep the rain and maisture away from the tools.

VALVE STEM CORES.

Two or three removals of the valve core will ruin the small rubber washer that retains the air. Have new ones on hand.

GRAPHITE LUBRICANT.

CHECKING A SKID.

Every one who drives should know the simple method of checking a skid. The car skids when there is a momentum tending to turn it about the center of gravity. When the forces about the center of gravity are balanced the car will not skid. If the steering wheel is immediately turned in the direction of the skid the skidding will cease, because this will cause a tendency to rotate in the opposite direction. After a little practice this swing of the steering wheel becomes instinctive.

SEASENETS.

GRAPHITE LUBRICANT.

Friction is caused by the interlocking of microscopic irregularities which appear on the surface of contacting bodies. These minute points and pits continually gring together unless coated with some sort of lubricant. Dixon's motor graphite fills in the holes and builds up around the microscopic points which exist in all metal surfaces, no matter how highly polished, and prevents actual metal to metal contact. Dixon's graphite lubricants are made from a rare form of graphite. This is a pure flake that will not adhere to itself and, even under the greatest pressure, will not ball up or pack. They are unaffected by the province of the skid of the ski LEAKING GASKETS.

Ordinary soft wrapping twine encircled around the opening on each side of a leaking gasket will stop the leak.

LEAKING GASKETS.

Ordinary soft wrapping twine encircled around the opening on each side of a leaking gasket will stop the leak.

"A little attention to tires now when getting the car in shape for summer will save money on R. I. FIRESTONE tire bills later."



PIERCE-ARROW MOTOR **PUT TO STRANGE USE**

In Railway Tractor at Baltimore, Enabling Pennsylvania Road to Solve Difficult Problem.

The Pennsylvania Railroad is utilizing motive power plant in its new tractor, cluding the wheels. Some of the bearings at Baltimore, which is causing consider-

On account of the Baltimore city ordinance which prohibits the use of steam is mounted on the roof and the clandard locomotives through the streets on the Pierce-Arrow muffler is also piaced Block route." the movement of freight there. fuel when the motor is right side up, cars over the so-called "Block route" and the other when it is upside down has been formerly accomplished by eight-

of motor power. No expense has been plates building four or five more of these station, with J. D. Esterline in charge, of motor power, So expending the same tractors to be used on the Baltiquiet running auxiliary machinery, motor and gearing to be had. As example continues to prove its great success. the following may be mentioned:

A Pierce-Arrow 66-horsepower automo-

Part of this shipment will available, but the best pleasure car ento the railroad engineers when design-

at Pierre Street . E.

ing the tractor. The standard 66 Pierce same self-starter, electric lighting plant control board, as used on pleasure cars. A General Electric generator is directly electric motors on the two axles for at constant speed of \$50 revolutions per minute; whereas, the same engine is panied them on their trip. sometimes operated at twice that need are, of course, adopted. Herringbone the wheels. D. W. F. ball bearings carry Pierce-Arrow 66-horsepower engine as every bearing from motors to and in are nine inches in diameter. Steering is by all four wheels. The four wheels are all alike sixty inches in diameter, equipped with block rubber tires. The radiator

The tractor runs with equal family in

CHANGES GEARS IN RACES.

Resta Gives Rensons Why Americans Don't Win So Many Events. drivers have had no for k in winning in-ternational automobile races during the terviewed yesterday. The Argo car last few years is explained by Dario which sells at \$295, and with top. Rests, favorite for the next Indianapolis windshield, and lamps at \$29 additional is going to prove very popular tumps in the Vanderbit and Guand Prize because of its low original cost and low cost of upkeep. Those who have contests at San Francisco | low cost of upkeep. Those who have American drivers, see Resia, are too purchased the car and given it a reaaverse to year changing to get the high-

high. This is bound to work ruin in the long run
Resta's car is compared with a tachometer, designed to show the crank-shaft speed of his motor at all times figure he shifts awars, and allows ! notor is working freely and easily at all stages out the result that it

Fort Myer Heights Nine Blanked The Birth is introduced the First Meter Book to

does not break down nearly as quick

MULFORD BUILDS OWN RACING CAR

Designing It in His Shops at Brooklyn-Will Enter Big Event.

ABILITY IS WELL KNOWN

Believes His Machine Will Outdistance Those Turned Out by Wiseacres of Europe.

Indianapolis, April 24.-Irking under the smart of past defeats, Ralph Mulford, America's 1910 road-racing champion, is building a car of his own for the next now we are taking on men every day to Indianapolis 500-mile race which, he turn out the pleasure cars ordered by our dealers in this country. motor car racing supremacy. The machine is about finished, Mulford says, and will soon be ready for its road trials. It is being assembled in his shops in

Mulford's ability as a designer is too

well known to necessitate much comment. days were erected under his personal supervision. Last year, during his leisure hours, he built the Bull Dog, campaigned by Billy Chandler, which, though it never won any important races, conclusively proved it had the stuff. This year's car, says Mulford, will be one that will open the eyes of some of the wiseacres who contend that no rac-ing job can be turned out in this country equal to those of Europe. It will have both the speed and the endurance, Mulford says. He hopes to get a final line on its ability in the speedway elimination trials, when he will let it out to the limit. His entry, he says, may be expected shortly.

"RICK" TO RUN MAXWELL.

Speed Demon May Be Pacemaker to Harroun at Indianapolis.

Indianapolis, Ind., April 24.—The ar-fival of Eddie Rickenbacher at the In-

Rickenbacher is known far and wide as one of the fastest drivers the world has ever seen West articles the way are the world has ever seen West articles the way are the world has ever seen West articles the way are he world has ever seen. His treatment of a car throughout a contest is merciless, either landing it in front by a mile or else sending it to the scrap ing 1914 and much better conditions pre heap. It may be that Harroun, head vali than is generally supposed. The of the Maxwell racing crew, is figuring on making a pacemaker out of the speed demon, to lure the rest of the field to destruction. For this task it is certain he would be ideally Md. suited, as nobody can pass him once he gets going.

BRISCOE CAR HONORED.

llowed to Travel Eposition Streets by Frisco Management.

Jackson, Mich., April 24.-Horace De Arrow engine is used, comprising the stopped at Jackson for a day, on his re-While, in accordance with the rule of the exposition management, no automoconnected to the Pierce-Arrow engine biles are permitted to use the exposition which furnishes power direct to the two streets, a special permit was issued for a Briscoe car to cover the grounds, and than ever before. the four wheel drive. The engine runs in order to insure for the car freedom from interference, a policeman accom-

the most successful tire concerns of the ton in poor condition, gears connect the driving motors with United States. In common with every other visitor, Mr. DeLisser is enthusiastic over the splendor of the "big show.

Many Fords Sold. Miller Bros. Auto and Supply House announce the following sales: Tour-ings to Frances L. Adams, J. D. Green, Basil Miles, A. J. Hawkins, John F. Walker. William Skinker, James Rue, H. C. Hopkins, S. E. Brady, J. L. Price, R. D. Foster, T. Kluttz, C. W. Gwynn, smith says the power developed in horse teams.

The electric tractor was designed and built especially for use in Saltimore by that makes it possible for him to climb directly upward repeatedly, as has must do when he makes his father than the makes hi T. Bowerman, Hughes Bros., Irving L. Wright, R. M. MacLennan. Delivery wagons to K. Kneessi, Martha C. Codman. Chassis to Woodley Lane Farms lompany.

> Argo Clims 35th Street Hill. very interesting announcement i connection with our Argo cars may be expected sometime Indianapolis, April 21.-Why American week," remarked W. L. Smith, of the sonable trial all express complete sat est efficiency out of their motor. No maties faction. One of the users negotiated ter how long or how hard the pull, they the famous Thirty-fifth street hill in ter how long or how hard the pull, they the famous Thirst-lifth street hill in insist on going the whole distance in Georgetown last Thursday, which is mite some stunt for any car.

> > Jeffery Deliveries. Combs-Howard Company, agents deffery in this territory report

he denvery of the following cars. Robert J. Wynne 6-18 Seven Passenheld Six A W Chaffee Chesterfield F. I Farrier Alexandria Va. Front I & Laphine Jeffery

JEFFERY CARS BEING **SOLD AT RECORD RATE**

Boom Enjoyed by These Autos Typical of Improving Conditions in Other Lines.

Reports from motor car concerns all ver the country indicate a heavier demand for automobiles than has ever be-fore been known in the industry. Five nundred thousand cars were sold last year, and there is every reason to believe that this figure will be greatly exceeded his year.

prosperity of the American farmer and the favorable crop outlook are im-portant factors in this development. Farmers in practically every section of the country are getting high prices and they are optimistic about the future. Seven hundred and fifty bushels of farmcers' wheat today will buy the same au-tomobile that required 1.150 bushels a year ago. Making the illustration with oats and corn it works out in about the same proportion.

E. S. Jordan, sales manager of the Thomas B. Leffery Company who has

Thomas B. Jeffery Company, who has just returned from a trip through Missouri, Kansas, Texas, Louisiana, Florida and Kentucky, says conditions all through the South are picking up wonderfully. There has been a decided improvement in the cotton situation—prices are going

up and the farmers are laying their plans for a successful crop season this year.

Mr. Jordan goes on to say:

"I believe the boom we are experiencing in our own business is typical of improving conditions in other lines. We are in for a record amount of business. are in for a record amount of business this month. The \$4,000,000 worth of truck orders received from Europe made it necessary some time ago to put our plant on a twenty-four-hour basis—three eight-hour shifts every day in the week, and

"So far this month we have shipped 1,100 pleasure cars and trucks, and there is no let-up in sight; in fact, orders are pouring in faster every day. Since April 10, when we announced our profit-sharin plan on the Jeffery Four, the factory has been getting farther and farther behind in spite of steady additions to the work-ing force. The Jeffery Four at the new prosperity-sharing price of \$1,150 is mak-ing a clean sweep of it. There is no question but what Jeffery dealers will make more money this spring than ever before in the history of the company."

MOTOR ROUTE JOINS CAPITAL AND GOTHAN

Excellent Road Completed by Finishing Stretch Between Principio Furnace and North East, Md.

The National Capital and New York City are at last linked together by a good highway. The completion of the short stretch of good road between Principlo Furnace and North East, Md., of the new Maxwells built for the next 500-mile race is held to indicate that "Rick" has been chosen as a fixture on the Maxwell racing to the fixed that "Rick" has been chosen as a fixture on the Maxwell racing to the fixed time, for motorists to travel between the two cities over a nearly perfect roadway.

This part of the route was a fixture on the Maxwell racing to the first time, for motorists to travel between the two cities over a nearly perfect roadway. over a nearly perfect roadway.

This part of the route would have been completed last year but for a refor the coming season, though no of-ficial announcement to this effect has when the contract was first let. Another

> nation of two hills.
>
> Transcontinentalists who plan to us a Southern route one way will find that a great deal of work has been done dur-Washington-Richmond-Atlanta route is completed except for two miles of road between Pohick and Lawton and about

are raising money by private subscrip-tions, and the road will be in good confition before summer.
The United States office of public

roads has undertaken the maintenance of the highway and has appointed three Lisser, vice president and general man-ager of the Briscoe Motor Company, Inc., for keeping the road in good condition. Until such time as the two links in Virginia are completed motorists will probably use the Shenandoah Valley. The valley pike between Winchester and Staunton was very much improved during 1914 and is now in better condition pike the stone road through Berryville, Halltown, and Hagerstown is in good shape, and there is hardly a foot of the Mr. DeLisser is one of the founders of road from Baltimore by way of Frederin a touring car. Westinghouse air brakes the Ajax-Grieb Rubber Company, one of ick, Hagerstown, Berryville, to Staun-

CURE FOR SCORING CYLINDERS.

Dixon's Motor Graphite Not Suscep tible to Temperature Changes.

A permanent cure for scoring cylinders has been found in the judicious use of a specially prepared flake This lubricant, known as Dixon's Motor Graphite, is unaffected by any temperature encountered in the

compression. Scoring, cutting, binding then become impossible.

It has been found that best results

are obtained by the use of this Dixon Motor Graphite by inhaling a small an ount in the cylinder through the air ntake of the carburetor, or mixing s small quantity with the oil in rank case, providing the engine is lubricated by splash feed.

AUTO BUSINESS IMPROVES. Ahead of Factory Capacity.

That there is a decidedly better business feeling is shown marked intrease in buying orders for automobiles. From the first of Jan-uary to the middle of February business did not show very much increase over the same period a year ago. But since the middle of February business has shown a marked tendency to has shown a marked tendency to boom. Orders at the Franklin factory ince that date are 90 per cent ahead of same period last year, and that he tide is still rising is shown by the fact that during the past three weeks the increase is 196 per cent. Such stock of cars as the Franklin ompany were able to accumulate dur " the winter has now been shipped ind orders. The output of the Frank-

rders were received for 284 cars William P. Harnhart and Company, he represent the Pullman and King are in this territory, report the sale

Pulls to J. W. Bevans, H. M. Monre. M Mason J H Bichetts ... P Baker and B Cal-

in factory is only sixty six cars a week, yet during the past three weeks

\$1150 that you will always be proud of—a car that measures up to the standards set by the highest priced cars.

Where other Light Fours leave off, Jeffery begins. Compared with any car in the same price class, using materials and equipment that are "good enough," Jeffery pays the additional cost Motor Starter-\$90 more than on other Light Fours.

Be Proud

Of the Car You Buy

The Jeffery Light Four is your first opportunity to buy a car for

leffery four

Ignition-\$15 more for Bosch. Transmission-\$35 more for four speeds. Tops—\$10 more for finish and materials.
Upholstery—\$25 more for quality, leather and real curled hair.

These are only a few points. They apply in equal proportion throughout Jeffery construction. In quality, beauty, workmanship, comfort and economy Jeffery leads.

Jeffery Chesterfield Four \$1278 Jeffery Light Four \$1150 Jeffery Chesterfield Six \$1650 Jeffery Six-48 \$3400 Jollary Quad Truck \$2750

COMBS-HOWARD CO., Distributers Tel. Main 8761 1519 H Street N. W.

Jeffery Built Their First Car in 1897.

While no State, county, or Federal funds are available to complete this road, the automobile clubs of Virginia AT AMERICAN CARS

for the best.

Remarkable Sturdiness in War Service Creating Big Market, Says Detroiter Distributor in France.

Europeans are watching closely the performance of American cars in the great war, and upon the service they give depends the demand for the various American makes when the war i according to Jules Guindey, Detroiter distributor in France. "American cars have given extraor

dinarily good service and have with-stood the hard usage much better than the smaller European cars," writes Mr. Guindey from Nantes, France, at which point he is stationed as a member of the motor dispatch corps. "I am driving an old model A Detroiter, which has been in service every day since the war broke out, under conditions which have been too much for even the larger "It is an ill wind that blows no one

good, and the splendid record of several American makes of moderate price cars the war is over. It is certain that people who wish to purchase cars will prefer American cars, and even if it were otherwise it will be a long time before make and market cars. The prices of French cars and parts have advanced from 15 per cent to 20 per cent, which will prove a big factor also in favor of American cars."

PACKARD MOTOR SCORES AGAIN.

Delivers 8,000 More Brick Than Horses on Road-building Job. The clatter of road builders is abroad in the land. With their crews of laborers, their scarifiers and scrapers. steam shovels, steam rollers, and motor trucks, they moved out on their mis-sion of reducing the cost of highway transportation.
This spring, to a greater extent than

ever before, road builders are showing their appreciation of modern machinery. have accepted the motor truck with the welcome due an emancipator, for this machine has solved some of the knottiest problems that ever confronted the highway contractor. Company point out that the dumpbody motor truck has revolutionized transportation methods as applied to road building. They cite an instance of economical hauling of road materials

The Argo Car

will save time, take you where

SMITH MOTOR SALES CO.,

2017 14th St. North 5461.

GRANT! GRANT! GRANT!

Six Cylinder Touring Car \$820 Washington

"SIXES' vs. FOURS"

Pretty nearly all present owners of "Sixes" have at some time been owners of "Fours." Ask them which is the better car-"Six" or "Four." Did you ever know of a driver of a "Six" to go back to a "Four" of equal price or anywhere near it?

Zell Motor Car Co. 1405 H Street

near Zanesville, Ohio, where, the con tractors say, the effective use of horse-drawn equipment would have een impossible. ard truck, working twenty-four hours a day, delivers 8,400 brick from the railroad to the scene of the work. A horse outfit could deliver only 400

RETURN CARBURETON

Distributors and Service Station Ask for Our Liberal

Allowance on Old Carbureter. See the New J. M. Shock

Irvin T. Donohoe

14th Street at Eye.

Motor trucks are now being used for

Sweden last year exported 35,600 tons of

USED CARS AT



The Cook & Stoddard Co.